

100

$$E_{\text{eff}} = \frac{1}{2} \left(\frac{1}{\epsilon_0} + \frac{1}{\epsilon_0} \right) = \frac{1}{\epsilon_0}$$

Steamboats, &c.
STEAMER SOUTH AMERICA.
WINTER ARRANGEMENT.
ON and AFTER THIS date, the staunch sea-going Steamer SOUTH AMERICA, Capt. Henry Fowler, will leave New York for New York on MONDAYS, WEDNESDAYS and FRIDAYS at 6 o'clock p.m.
Leave New York for New York on MONDAYS, WEDNESDAYS, THURSDAYS, and SATURDAYS at 6 o'clock p.m.
Fare 25 cents each way.
Freight taken at reduced prices.
Particular attention paid to Newport.
C. B. TENNANT, Agent.
Newport.

SHERIFF'S SALE.
October 10th, 1859.
BY virtue of an execution levied by me this day at 9 o'clock, A. M., returnable to the Court of Justices of the City of New York, three months from Sept. 27th, 1859, in favor of William J. Holt, of the City and County of New York, against Lewis Odlin, yeoman, alias laborer, alias trader, alias gentleman, for the sum of twenty-five dollars and costs two dollars and forty-six cents, I have this day levied, and I will sell at public auction at the store of Mr. J. L. Barker, No. 3 Cannon street, on Saturday, 15th inst., at 10 o'clock, A. M., the following goods, to wit:—2 barrels and contents, 1 tin kettle and contents, 1 tin stove, 3 tables, 2 boxes and contents, 1 tin pan and contents, 1 bedstead, 2 looking-glasses, 18 chairs, 1 traveling box, 1 corn puppet, 1 wash stand, 1 horse, 1 lot straw matting, 2 pictures and frames, 1 tin pan and contents, 1 hoe, 2 shovels, 1 entry lantern, 1 trunk, 1 small book rack, 1 fiddle and bow, 1 saw, 1 hand saw, 1 basket, and contents, 1 lamp and globe, 1 lantern and contents, 1 water-pail and contents, 2 boxes, 3 wash-tubs and contents, 2 tin cases, 1 wooden saw, 1 hobby horse, 1 sled, 1 book-stand, 2 benches, 1 saw, 1 broom, 1 brush. Conditions cash.
WM. D. LARK, Sheriff.

LORBERRY COAL.
The best cargo I have ever landed is now discharging from the S. W. Ferguson. It is pronounced by all who have used it to be the best and most economical coal ever offered in this market. Selling at the price of common Red Ash. Please examine before purchasing.
CHAS. W. WILLIAMS.
Williams' Wharf foot of Denison-st.

RUBBER BELTING.
THE NEW YORK COMPANY. Manufacture RUBBER MACHINE BELTING, by a new process, of superior strength to any heretofore made, and at less than half the cost of Leather. This Company are also the exclusive manufacturers, "under Gougeon's Patent," of RUBBER TOYS, DOLLS, BALLS, TANKS, (large and small,) &c., &c. For sale at all the Toy and Fancy Stores in the United States and Foreign Lists (by the case only) forwarded, on application by letter to the NEW YORK RUBBER COMPANY, 45 Broadway, New York.

UMBRELLAS.—A large assortment now on hand and selling low, at
112 Thames-st., J. H. COZZENS.

RUBBER COATS. Just received a large lot of Rubber Coats, Leggings, 50 cts. each, and Rubber Caps with Caps, for 40 cts. each.
112 Thames-st., J. H. COZZENS.

FOR SALE.—A good horse and wagon and a first rate harness. 3 bbls. of vinegar, 6 doz. bottles of compound, ex. factor of roots for making beer, about 1 hundred lbs. of butter and about 30 gallons of strained cream, which will be sold very low in quantities to suit customers. This property will be sold immediately at the most favorable offer, the owner having no further use for it. Apply to W. S. WEDDEN.
828 2d & 3d Sts. No. 11 Cross-st.

DOWNING
RESPECTFULLY solicits your patronage. He furnishes all manner of Creams in fancy forms, among them Mille Feuille Creme, Misselotte Pudding, Plum pudding, glaze, Charlotte Cake, &c., &c. Soups, choice malle dishes, Game, and other delicacies.
He begs that those using the "four minute" machine to make Ice Cream (the virtue of which is solely a matter of time) will compare his smooth well manipulated Ice Cream with that made by the machine, he believes that those that appreciate a good thing will let the Machine rest, or convert it to some other purpose.
1118 7th St.

UNDER SHIRTS and Drawers, a complete assortment just received—some extra large sizes for the men.
112 Thames-st., J. H. COZZENS.

OVER COATS, just received a large lot, prices from \$2 to \$15.
112 Thames-st., J. H. COZZENS.

WINTER JACKETS.—The usual variety now on hand for men and boys.
112 Thames-st., J. H. COZZENS.

NEW MILINERY GOODS.
Just received and now opening a splendid assortment of fashionable millinery goods of all kinds and qualities, such as Ribbons, French and American Flowers, very nice, Infants' Caps and Hoods, some very nice, Orange and Black, and scarlet and black Ribbons. Feathers of all kinds also a large assortment of new Bonnets.
1120 Chances at, sign Big Bonnet.
J. H. FRENCH.

NOTICE.
Ladies of Newport and vicinity.—We have received our Pattern Hats and they are ready for your inspection. Also, Bonnet Veils, and all kinds of hair machine Hats. We are ready to take orders and will warrant our work to be done in the best manner, and as low as can be done elsewhere, please call at 120 Thames Street.
J. H. FRENCH.

THIS DAY received, a fine assortment of Children's Leggings from the best manufactory in New York; made from fine black and brown cloth and black velvet, a really beautiful article; please call and examine them at 140 Thames Street.
T. MUMFORD SEABURY.

JUST received from New York, a beautiful lot of Ladies' Button and Congress Boots, double soles, the best article offered in this market for fall and winter wear, at 140 Thames-st. T. MUMFORD SEABURY.

A Fresh lot Children's Button Boots, now on hand at 140 Thames-st. T. MUMFORD SEABURY.

SCOTCH TIES—a new article of finest cloth, a capital thing for boys and youth at T. MUMFORD SEABURY, 140 Thames-st.

FURNISHED HOUSE FOR SALE.
The fine house on Bellevue Avenue belonging to J. H. Clarke, opposite the residence of Mr. Wetmore, and occupied the past season by J. Aug. Hamilton. Apply to
ALFRED SMITH.

FALL STOCK—a complete assortment of Boots and Shoes of every description, suitable for fall and winter wear, now on hand at SEABURY'S, 140 Thames-st.

LARGE black silk Cord for Trimmings at CHAS. W. TURNER'S, 126 Thames-st.

WOVEN HEAD SKIRTS, made from the best steel, at CHAS. W. TURNER'S, 126 Thames-st.

CAUTION RAILING.
PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at 10 o'clock, A. M., will leave New York for New York, at 10 o'clock, A. M.

PEAKS—on the 1st of October, 1859, the New York and New Jersey Ferry, at

